## SCHOOL OF CIVIL ENGINEERING



## JOINT HIGHWAY RESEARCH PROJECT

FHWA/ISHC/JHRP-80/8

TRAFFIC SPEED REPORT NO. 112

R. P. Guenthner





PURDUE UNIVERSITY INDIANA STATE HIGHWAY COMMISSION



### TRAFFIC SPEED REPORT NO. 112

H.L. Michael, Director TO:

July 2, 1980

Joint Highway Research Project

File: 8-3-3

FROM:

R. P. Guenthner

Graduate Research Assistant Joint Highway Research Project

Project: C-36-10C

The attached Progress Report No. 112 on Traffic Speeds is the report of the January-March, 1980 quarterly study of automobile and truck speeds on rural, tangent, level sections of Interstate, 4-lane and 2-land and on urban interstate highways in Indiana. The report has been prepared by Mr. R. P. Guenthner, a Graduate Instructor in Research on our staff, with assistance from Ms. P. J. Tirshman, a drafting assistant on our staff. The data collection was performed under the supervision of Mr. G. K. Stafford. Professor H. L. Michael directed all phases of the study.

Results of this study show an overall average speed of 57.1 mph. This value is only 0.1 mph lower than the value recorded during the previous quarter. Likewise the average speed for each vehicle type and highway classification have changed only slightly or not at all since the previous quarter.

The statewide average of vehicles traveling above the 55 mph speed limit for this quarter was 61.0 percent. This is slightly higher than the value of 59.0 percent recorded during the previous quarter. Less than 60 percent of the vehicles can be exceeding the 55 mph speed limit during this year ending September 30, 1980, according to current Federal directives without a penalty possibility existing.

Copies of the report will be sent to the Federal Highway Administration and the ISHC for review, comment and acceptance as partial fulfillment of the objectives of this HPR Part I Study. Copies of the report are requested for release to the Indiana State Police and the Indiana Office of Traffic Safety as a normal procedure for these reports.

Respectfully submitted,

Burnel Burneton

Richard P. Guenthner Graduate Research Assistant

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Interim Report

TRAFFIC SPEED REPORT NO. 112

by

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and

G. K. Stafford Traffic Engineering Technician

Joint Highway Research Project

Project No.: C-36-10C

File No.: 8-3-3

Prepared as Part of an Investigation

Conducted by

Joint Highway Research Project
Engineering Experiment Station
Purdue University

in Cooperation with the

Indiana State Highway Commission

and the

U. S. Department of Transportation Federal Highway Administration

The opinions, findings and conclusions expressed in this publication are those of the authors and not necessarily those of the Federal Highway Administration

Purdue University West Lafayette, Indiana July 2, 1980

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15. Supplementary Notes

Conducted in cooperation with the U. S. Department of Transportation, Federal Highway Administration under a planning study titled "Speed Trends for Indiana Highways".

### 16. Abstract

This report is another in the continuing study of speeds of vehicles on Indiana highways. Observations of spot speeds were taken on interstate, fourlane and two-lane highways throughout the state during the January-March 1980 quarter.

This report utilizes the analysis provided by the interim speed monitoring procedures which are required as a result of the Surface Transportation Act of 1978. Results indicate a statewide average of 61.0 percent of the vehicles traveling above the 55 mph speed limit. This represents a slight increase over the 59.0 percent recorded during the last quarter.

The overall free flow average speed of 57.1 mph represents very little change in speeds from the previous 1979 quarter (Speed Report No. 111). In addition, the average free flow speeds for each vehicle type and highway classification have changed only slightly or not at all from those values recorded during the previous quarter.

17. Key Words Speeds, Highway Speeds, Rural Highway Speeds, Speed Trends, 55 mph Speed Effect		No restrictions. This document is available to the public through the National Technical Information Service, Springfield, Virginia 22161		
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### TRAFFIC SPEED REPORT NO. 112

Included here is an analysis of spot speed observations made during January-March 1980. All observations were made of vehicles on level, tangent sections of rural and urban highways under favorable conditions. All observations were made during daylight. Observations of free flowing vehicles were made at all speed monitoring locations as has been done in the past. Additional data based on every nth vehicle were collected at specified locations to enable computation of those factors required by the interim speed monitoring procedures. This data collection procedure will be referred to as the "all vehicles" technique.

The speed monitoring stations for each highway classification are divided into two groups. The first group of seven (7) is identified as "primary control stations" and includes the same locations on selected Federal and State highways as used in each quarterly study. These stations are divided into four categories, including two rural interstate locations, two rural four-lane locations, two rural two-lane locations, and one urban interstate location.

The other group of seven stations were selected at random for this quarterly study. Two rural interstate sections were randomly selected from the 37 sections across the state. Likewise two rural four-lane sections and one urban interstate section were randomly selected from 33 and 8 sections respectively across the state. Two rural two-lane locations were selected from two randomly selected counties across the state. The exact location of each speed station was selected at a location which was level, tangent, away from any construction, and free from intersections or interchanges. No random station is repeated during the year ending September 30, 1980.

A total of fourteen (14) speed monitoring stations were used for the study reported herein. The site locations follow and are shown in Figure 1.

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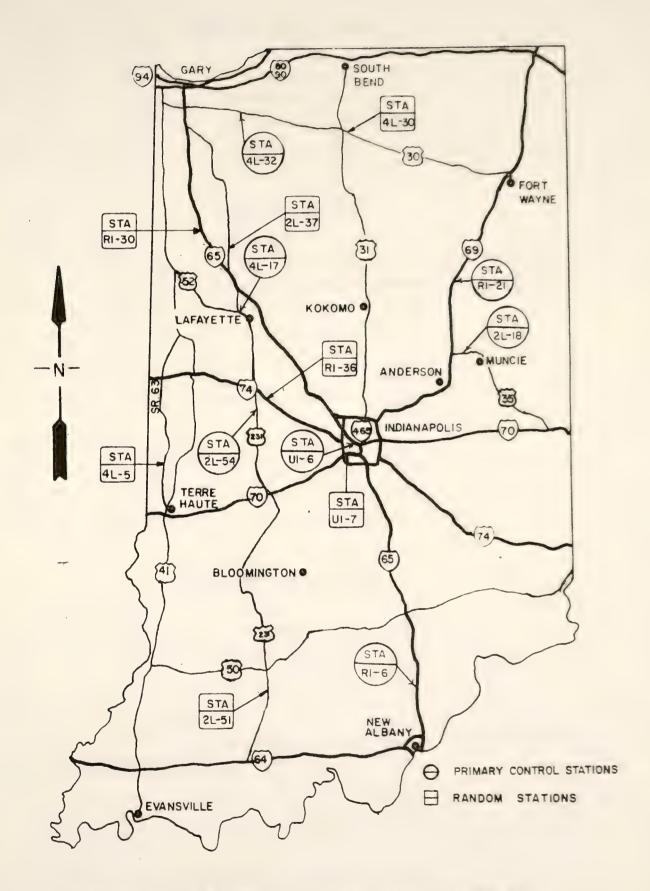


FIGURE I. LOCATIONS OF SPEED-STUDY STATIONS



### RURAL INTERSTATE HIGHWAYS

* RI - 6	(I-65)	7.5 miles north of SR 160
+ * RI - 21	(I-69)	1.6 miles south of SR 18
RI - 30	<b>(I-65)</b>	2.15 miles north of SR 14
+ RI - 36	(I-74)	3.01 miles east of U.S. 231 1/2 hr. intervals

### FOUR-LANE HIGHWAY

+ * 4L - 17	(US 52)	Just east of Co. RD 475 W. near Klondike
* 4L - 32	(US 30)	2.9 miles west of Wanatah city limit sign
+ 4L - 5	(SR 63)	0.6 miles south of SR 163
4L - 30	(US 30)	2.1 miles east of US 31

### TWO-LANE HIGHWAY

* 2L - 18	(US 35)	2.5 miles east of I-69
+ * 2L - 54	(US 231)	1.1 miles south of SR 234
+ 2L - 37	(US 231)	0.6 miles north of SR 16
2L - 51	(US 231)	5.55 miles north of SR 56

### URBAN INTERSTATE HIGHWAY

+ * UI - 6	(I-65)	Just east of White River Bridge
+ UI - 7	(I-70)	0.7 miles east of west leg of I-465

- \* PRIMARY CONTROL STATIONS.
- + STATIONS AT WHICH DATA WAS COLLECTED FOR "ALL VEHICLE" TECHNIQUE AS WELL AS USING THE FREE FLOW METHOD.



The vehicles were classified as Indiana or Non-Indiana Passenger Cars and Light (less than 5000 lbs. gross weight) or Heavy (equal to or more than 5000 lbs. gross weight) trucks. The analysis was performed as classified and combined, passenger cars or trucks.

The speed limit at all stations is 55 miles per hour.

### Sample Size

A minimum of 200 vehicles in each direction were recorded using the free flow technique at each station. At least 25 of these vehicles were required to be heavy trucks.

At the selected stations, an additional 200 vehicles in each direction were sampled using the "all vehicles" technique. These stations included one randomly selected control station and one randomly selected random station in each of the four highway categories. For this technique, only speed data was recorded of each nth vehicle in the traffic stream. The traffic stream is all vehicles in one direction of movement if volume permits or by lane if high volumes require. If by lane, each lane was sampled for 15 minute periods and repeated until the sample required was obtained.

The value of n was 2 in all cases. If the nth vehicle speed could not be obtained, it was not recorded and the next nth vehicle was taken.

At stations where both sampling techniques were used, the two techniques were used interchangeably in 30 minute intervals until complete.

### Equipment and Field Procedure

The observations for this study were obtained by use of a Radar Speed Meter. The meter was located in a van type vehicle parked as a disabled vehicle on the right shoulder or as a normally parked vehicle in an access driveway to the road. The van was equipped with one-way vision windows on the rear and side facing traffic so that approaching vehicles could not observe the speed measurement process. The observers were also equipped with CB radio equipment so as to monitor possible radio notification of the speed measurement and of police vehicles in the area. When any such incidents occurred speeds were not taken for at least 15 minutes. This problem is only important on interstate roads.

The speed was measured at a distance from the van so that the angle of measurement with the highway center line was always less than 10°. No corrections of speed were necessary at these small angles. The accuracy of the meter was checked at the beginning of each data recording session, every time the sampling technique was changed, and at other times when deemed necessary.



### Results of Analysis

The data collected were analyzed and are summarized in the Appendix. Tables Al through Al4 include the data for the free flow data on each individual station. Tables Al5 through Al8 summarize the free flow data by highway classification. Table Al9 is the summary for all highways. Tables A20 through A32 summarize the data taken using the "all vehicles" technique. Tables A33 through A54 present the same information in the FHWA format.

The results of the free flow data expressed by highway classification and vehicle type are as follows:

Table 1: Average Speeds (mph)

	Inter Urban	state Rural	Other Four Lane Rural	Two Lane Rural	<u>A11</u>
Passenger Cars:					
Indiana Non-Indiana All Passenger Cars 85 Percentile (all)	58.3 58.5 58.4 62.0	58.6 59.0 58.8 62.6	56.3 57.2 56.5 60.3	55.8 57.7 55.9 60.6	56.9 58.5 57.3 61.5
Trucks:					
Less than 5000 lbs. 5000 lbs. or more	57.6 57.2	57.6 59.2	55.1 56.5	54.8 55.6	56.0 57.1
All Vehicles:					
Average 85 Percentile	58.0 61.7	58.8 62.6	56.3 60.3	55.7 60.4	57.1 61.4

Table 2: Percent of Vehicles Exceeding 55 mph.

	<u>Inter</u> Urban	state Rural	Four Lane	Two Lane	<u>A11</u>
Passenger Cars:					
Indiana Non-Indiana All Passenger Cars	74.8 80.2 75.8	77.5 82.7 80.4	58.4 69.0 60.7	52.6 66.1 53.5	62.4 78.3 66.7
Trucks: Less than 5000 lbs. 5000 lbs. or more	70.1 66.7	70.9 81.9	49.0 61.1	45.8 54.6	56.2 66.1
All Vehicles:	72.8	79.7	59.4	52.4	65.0



Table 3: Percent of Vehicles Exceeding 60 mph.

	Interstate		Interstate Four Lane		Other Four Lane	Two Lane	
	Urban	Rura1	Rural	Rural	<u>A11</u>		
Passenger Cars:							
Indiana	29.7	30.7	16.5	17.1	21.4		
Non-Indiana	31.2	32.2	16.7	29.0	28.4		
All Passenger Cars	30.0	31.6	16.6	17.9	23.3		
Trucks:							
Less than 5000 lbs.	25.2	24.6	11.0	11.1	16.4		
5000 lbs. or more	21.9	37.5	19.2	18.9	24.7		
All Vehicles:	27.3	32.3	16.6	16.9	22.7		

Table 4: Percent of Vehicles Exceeding 65 mph.

	Interstate		Interstate Four Lane			Two Lane	
	Urban	Rura1	Rura1	Rural	<u>A11</u>		
Passenger Cars:							
Indiana Non-Indiana All Passenger Cars	6.5 4.2 6.1	6.2 5.8 6.0	2.8 1.9 2.6	3.8 4.8 3.9	4.4 4.7 4.5		
Trucks:							
Less than 5000 lbs. 5000 lbs. or more	2.4 3.5	3.5 6.3	2.9 1.6	2.3 2.5	2.7 3.5		
All Vehicles:	4.9	5.8	2.3	3.3	4.0		

The following shows a comparrison of the average free flow speed results with those of the previous three quarters:

Table 5: Comparison of the Overall Speed Results

	Jan-March	Oct-Dec	July-Sept	April-June
	1980	1979	1979	1979
Average				
All Passenger Cars Heavy Trucks All Trucks	57.3 57.1 56.7	57.5 56.8 56.7	56.9 56.9 56.4	57.4 57.1 56.9
85 Percnetile				
All Passenger Cars Heavy Trucks All Trucks	61.5 61.5 61.2	62.0 61.5 61.5	61.3 61.7 61.2	61.6 62.2 61.9
15 Percentile Heavy Trucks	51.8	51.0	51.2	51.4



Table 6: Average Speeds on Interstate Highways (URBAN)

	Jan-March	Oct-Dec	July-Sept	April-June
	1980	1979	1979	1979
Passenger Cars:				
Indiana	58.3	58.2	56.7	57.2
Non-Indiana	58.5	59.0	56.9	59.0
All Passenger Cars	58.4	58.3	56.8	57.5
85 Percentile (all)	62.0	61.9	60.5	61.5
Trucks:				
Less than 5000 lbs.	57.6	57.4	56.5	57.5
5000 lbs. or more	57.2	56.1	56.4	57.0

Table 7: Average Speeds On Interstate Highways (RURAL)

	Jan-March	Oct-Dec	July-Sept	April-June
	1980	1979	1979	1979
Passenger Cars:				
Indiana Non-Indiana All Passenger Cars 85 Percentile (all)	58.6 59.0 58.8 62.6	59.1 59.4 59.2 63.5	58.5 59.0 58.8 62.7	59.6 59.2 59.4 63.3
Trucks: Less than 5000 lbs. 5000 lbs. or more	57.6 59.2	57.8 58.7	58.0 59.1	58.1 59.5

Table 8: Average Speed on Other Four-Lane Highways

	Jan-March 1980	Oct-Dec 1979	July-Sept 1979	April-June
Passenger Cars:				
Indiana Non-Indiana All Passenger Cars 85 Percentile (all)	56.3 57.2 56.5 60.3	56.7 57.6 56.8 61.2	56.1 55.9 56.1 60.7	56.3 56.7 56.3 60.4
Trucks:				
Less than 5000 lbs. 5000 lbs. or more	55.1 56.5	55.8 56.1	55.2 56.3	55.6 56.1



Table 9: Average Speeds on Two-Lane Highways

	Jan-March	Oct-Dec	July-Sept	April-June
	1980	1979	1979	1979
Passenger Cars:				
Indiana	55.8	56.4	55.8	56.4
Non-Indiana	57.7	56.9	56.0	56.4
All Passenger Cars	55.9	56.5	55.8	56.4
85 Percentile (all)	60.6	61.0	60.2	61.0
Trucks:				
Less than 5000 lbs.	54.8	56.2	54.4	55.7
5000 lbs. or more	55.6	54.4	55.3	55.2

### Analysis of Data from "All Traffic" Collection Technique

Conversion factors for allowing free-flow data to represent all traffic were done as prescribed in the FHWA document "Interim Speed Monitoring Procedures." These conversion factors were found by dividing a given statistic for all vehicles by the same statistic for free-flow. This was done by highway classification for, percent vehicles exceeding 55 mph, average speed, median speed, 85th percentile speed, percent exceeding 60 mph, and percent exceeding 65 mph. These factors are shown in Table 10.

The computation for the weighted statewide compliance level (Percent vehicles exceeding 55 mph) is shown at the bottom of Table 10. Computation of statewide averages for the other statistics was done using the same technique and weighting factors. These averages are also included in Table 10.

Figure 2 shows the trend during the past four years of the statewide weighted average speed and percent vehicles exceeding 55 mph. These graphs show that while the recorded speeds have increased during the last two quarters, this increase is not significant. If may also be noted that other than the two previous quarters, the speeds recorded during this quarter are the lowest since the January - March 1977 quarter.

### Conclusions

The overall results indicate that the vehicle speeds on Indiana highways were almost exactly the same during this quarter as they were during the October - December 1979 quarter. The average free flow speed has only decreased by 0.1 mph. Likewise, the changes in average speed for each vehicle type and each highway classification have all been less than 1.0 mph.

The results from the "all vehicle" data also infer the same conclusion that the overall speeds have not changed significantly during these last two quarters. The data by this method has shown a small increase in speeds from



Table 10

# SPEED SUMMIARY REPORT

Sand to Office of Highway Planning HHP-44 QUARTERLY REPORT-CALENDAR QUARTERLY REPORT-CALENDAR QUARTER ENDING MAYON 31, 1980

(State Code, Quarter, Your) STATE Indiana

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									SPECD		PERCENT	ENT
SYSTEM	CARD NO.	VMT WEIGHTING FACTOR	MILES	No. of SESSIONS	No. of VEHICLES OBSERVED	DATA TYPE	PERCENT EXCEEDING 55 MPH	AVE.	MEDIAN	85th PER. CENTILE	60 MPH	GS MPH
INTERSTATE URBAN	(1.2)	11.6.5	1 (2) 1181	(18.20)	(31-26)	Free Flow	17 12 18	151810	(38-30)	16:117	121713	1 14 19
	13					All Vehicle Factor	715161	5,6,6,	19,9,5	816161	1 4 0 1 2 1 1 6 9 1	11041
	14					All Vehicles	161917	151797	5.740	, 6,1,6	12 4 59	154
INTERSTATE RURAL	(1-2)	921511	1 184 199	4 1 1	(1) 161911	Free Flow	(05-75)	15,18,18	15,891	16,276	13 2 13	1.158
	23					All Vehicle Factor	614161	5,9,9,5	9,9,5	7,6,61	1920	011138
	24					All Vehicles	17 15 16	5,8,5,	15,7,8	16,2,4	12.9.7	991
MULTI-LANE DIVIDED	32	•1.7.0	1 1615 179	(10.20)	1,1,7,0,7	Free Flow	15 19 94	(at - 24) 15 <sub>1</sub> 6 <del>1</del> 3	15,640	(38.43)	17 6 26	1 2 3
	33					All Vehicle Factor	9 9 6 4	19,9,3		91915 110,010	79.7.16 1.1.17	11174
	3.4					All Vehicles	1517 14	615151	15, 5,7			1
MULTI-LANE DIVIDED	(1.3)	(110)	(12-17)	102 - 6()	(23 - 36)	Free Flow	(87 - 30)	01.34)	08.30	1 1 1		
(Included in multi-lane	43					All Vehicle Factor	_	-	-	-		-
divided class- ification)	4 4					All Vehicles	-	-	-	4		-
TWO LANE RURAL	5.2	, 4, 1, 4	18,0,3,0	47 1 1	1,1,7,2,0	Free Flow	15,2 94	15,51	51513	6.04	01017	133
	63					All Vehicle Factor	915161	19.9.3		9,9,5 1,0,0,3 1,0	11.60	21414.8.5
	5.4					All Vehicles	151011	151513				
STATEWIDE TOTALS	0.13	(0.11)	(13 11)	(10 - 20)	(98 - 98)	All Vehicles	(37 - 30)	(A. 15)	138 - 363			
	64	1101010	19171 5141	11.14	1 15191710		16 11 70	151016	15161	1017	19 19 19	

PERCENT OF TOTAL STATEWIDE VMT ON FACILITIES WITH 55 MPH SPEED LIMITS.



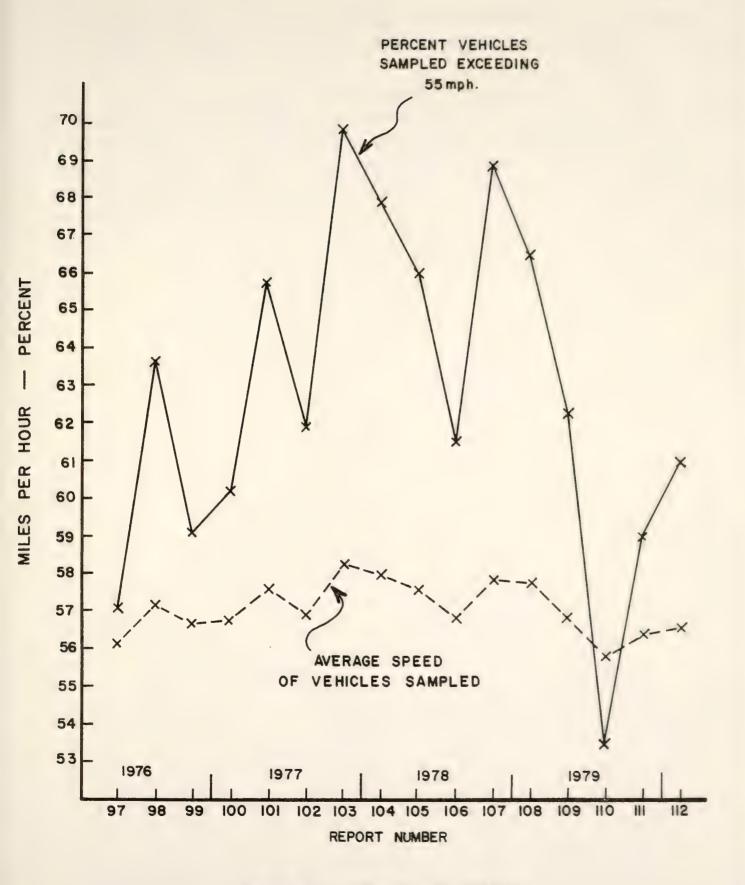


FIGURE: 2 TRENDS IN SPEEDS



the previous quarter. This contradicts the slight decrease shown in the free flow data. The reason for this discrepency may be because of statistical error.

The value of 61.0 percent for the statewide compliance level is above the maximum of 60 percent allowed by Federal regulations for the year ending September 30, 1980, to receive full highway funding. However, the first quarter of this year showed a value lower than 60 percent. It is also possible that the remaining two quarters will be at lower values – but they also could be at higher values.







## TABLE AL\_SPEED DATA FREE FLOW

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## TABLE\_A2\_SPEED DATA FREE FLOW

	1	<u>-:</u>		65.77	57.30
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	ear	RT NO. 111		10	27.50
	Sunny-Cle	EED REPOR		521	57 1 1 3 1 3 1 3 1 3 1 3 1 3 1 3 1 3 1 3
	WEATHER	ON (SP			26.20
SR 18	•	SERVATI 0:40 AM 11:50 AM			57.31
south of		VIOUS 08 E12-11-79 E9:40 - 10	1   1   HIMIGINIOIOIOIO  HIMIGIOIOI	61.20	103
.6 miles		ST PRE			57.52
LOCAT BICH 1	acktop	(4-3)	I III HIVIOINIDIDIDIDIDIDIMINININIDIDIDI	60,40	57 - 50
100	CE B1	_ 1:40 PM		6 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	888
6	F SURFA	t <sub>i</sub> 1		101	59.30
HIEHWAY I-69	TYPE (	3-80 5.PM ( :20 PM		55.37	140
H2I GH		R.VATION 3-3-80,54- 2:05-2:3 11:00-12	[	1200-1200-1200-1200-1200-1200-1200-1200	58.66
-21	S 4	DATE		EN ICLE	الله الله ا
STATIONRI	NG. OF LANE	THIS		AVERAGE SPE DIRECTION	VERAGE SPE



# TABLE\_A3\_SPEED DATA FREE FLOW

	dy	PORT NO)	1	1	PRE	LAST ENT	10	90100		0	0	0 0	2	0	0 2 8		0 81 80			0							1	4 - 0 - 0 1 = 73
	EATHER_Cloudy	N (SPEED RE	RUC		9.	LAST EN	27.05	725 7 0		0	0	00	0	02	0 12	0 - 5 ( - (	756-0	0-100-0	0 100	0 1000	0 100	0-100=0		01	7525-0	- 1	02	0-69-69
north of SR 14	3	OUS OBSERVATIO			PRE	AST	010			0	0	0 0	9 - 0	0 1.2	0 7.5		0_83.2	0 98 8	0 100.0	0 1000	0 100 0	0 100.0		0 81	-		oci I	0.61=39
2.15 miles	8 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	LAST PREVIOU DATE	1	ON-INDIANA	PRE	AST		0 4.250	1 1	0	0	0	0	0 1.3	0 - 2 - 0	55.2	88.6	0 96-2	0 100 0	0 100 t C	Q 100 gO	0 100.0	- H	0 73	0 59-36		0 85	0 60-08
LOCATION	SURFACE Cement		GER CARS	Z	PRES-	1 N N N N N N N N N N N N N N N N N N N	· 10	0 4.117		0	0	0	0	0			C 21 20	91	OI	C	ال			95 - 3	C 59.29		-	C_59±98
HIEHWAY_I-65	TYPE CF SU		PASSE		PRES	MIC.	7770	192	1 1	0		0	0		-	al	£ 89 = 5	- 96 - J	0-0	41	10	0		129	- 59=3	ě	1	0 0 0
STATION_RI-30H	NO. OF LANES ! .4	THIS OBSERVATION DATE 31-80 TIME 11:10 AM				CBSERVATION	AUSTRIAN VINE LANGE AND AUSTRIAN VINE AUSTRI	DEVIATION	Hdw. 52	E	Σ	MPH	E	49 · MP	ICLES 54 MP	VELING 59 M	T CR 64-MPH	THAN 69 MPH	MPH	E	* 1	600	DIRECTION MB	NUMBER OF VEHICLE	SPEED	DIRECTIONS	NUMBER	AVERAGE_SPEED



#### TABLE\_A4\_SPEED DATA FREE FLOW

	T NO	A S S S S S S S S S S S S S S S S S S S	25 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
US 231 1/2 hour interval	(SPEED REPOR		0 2 2 4 1 3 1 3 1 3 1 3 1 3 1 3 1 3 1 3 1 3 1
ast of US 231 1/2	S OBSERVATIO	A S S S S S S S S S S S S S S S S S S S	
ON 3,01 miles east of	LAST PREVIOU DATE TIME		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Į.	4-2-80)		2
1-74	4=2-80 1:00 AM EB (		2 1 1 2 2 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3
A 11 ON _ B 1 = 36	SERVATIO TE 4-1-80 ME 9:00	EN CE N T SECOND EN CONTROL OF CO	DIRECTION BB MFB AVERAGE SPEED CLES NUMBER OF VEHICLES NUMBER OF VEHICLES



#### TABLE AS\_\_SPEED DATA FREE FLOW

HIGHWAY_US 52 LOCATIONIUST_EABL Of CO. BD 475 W. Near Klondike	TYPE OF SURFACE Blacktop WEATHER Cloudy (2025.9-7) Sunny	TION (SPEED REPORT NO-111.25-80, $4-7-80$ , $4$	PASSENGER CARS ALL INDIAWA NON-INDIAWA ALL SESTINDIAWA PRES-PRES-PRES-PRES-PRES-	LATEL ENT LAST LAST LAST ENT LAST ENT LAST ENT LAST ENT LAST ENT LAST ENT	56420 55481 5-108 5-271 4-267 4-137 5-6480 5-181		$\frac{1}{4}$ $\frac{1}{6}$ $\frac{1}$	169 1=3 2=0	284C 38-6 28-7 38-9 9-1 35-7 43-2 43-1 43-2 41-5 4	73 29 79 29 74 2 40 24 63 26 75 20 82 26 80 25 77 28 75 24 90 25 80	92147 95 5 92 4 98 7 49 3 100 0 100 0 99 2 99 2 98 8 98 5 100 0 100 0	100 -6 6924 100-6 1923 100-0 100-0 100-0 100-0 100-0 100-0 100-0 100-0 100-0	100 c 100 0 100 c 160 0 100 C 100 0	1004C 100.0		1:64 164 156 156 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	3	160 144 147
1	TYPE CF	2:50 PM (4-16)	PASSE	LABI ENT	6.20 5.181 5.181	000000000000000000000000000000000000000	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	169-1-3	284C 38-6 2	73.49 79.99	98.7 99.5 5 9	00 30 30 10		0046 100 100 100		1:64	30-77-00	166
STATION4L-18		S OBSERVE DATE 2 TIME 8:		CBSERVATION	SPEED (MPH)	24 MPH- 29 MPH-	39 APH	R (ENT 44 MPH	CLES 54 MPH	VELING 59 MPH	THAN 69 MPH	74 MPH	HAW 52	HOW.	OIR ECTION EB	NUMBER OF VEHICLES	DIRECTION	OF VEHICLES



#### TABLE\_AG\_SPEED DATA FREE FLOW

	1	I IN TO THE PROPERTY OF THE POST OF THE PO	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
	T NO. 11.		0 19101
t sign			
city limit	ON (SP EB		41 IVINI
Wanatah	BSERVATI 79 2:50 PM - 11:50 AM		20 1 124 124 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
West of	EVIOUS 0 TE 11-20-		22
2.9 miles	LAST PRE		0 2 6 2 3 3 5 6 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
LOCATION			1
US 30	O PM		16 59
HI GHWAY	M - 12:	KIM #20         141년년년/2010년/2010년	
	BSERVATION ATE 4-11-80 IME 11:10 A	111 1 10101 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
141-3	THIS O		E KING
		TARE INTERIOR INTERIO	



#### TABLE\_A7\_\_SPEED DATA FREE FLOW

	-4) Sunny, Clear (3-18	T NO)	>5000 LBS. PRES-	0 56 4	1 1	0 0 0 0 0	0 31.2			ININI	0 27 25
	EATHER Cloudy (4-4) Sunny	N (SPEED REPOR	4 4 5 1 5 1 5 1 5 1 5 1 5 1 5 1 5 1 5 1	.1 1 1		0 0 0 0	11			0 5 1 9 6	25.52
outh of SR 163		OUS OBSERVATIO	A	55.5		0 - 0	000000000000000000000000000000000000000	0 100.0	000000000000000000000000000000000000000	0 52 13	0 57:56
LOCAT HON 0.6 miles south	a.	LAST PREVIOUS DATE TIME	ON IN	00.57			1252	9886		0 57.54	0 58 38 38 38 38 38 38 38 38 38 38 38 38 38
1 1	Surface_Blacktod		INDIAN PRE		1   -			0.000	MAIDIC		798 3
HE CHWAY SR 63	TYPE CF	7108 -80.23-18-80 -20.012:45.PM NB 30.012:30.PM SB	A	22	J C Z # # D D C			1 1	1 0) 01 4	) I <del></del>	20.113
STATION41-5:	10. OF LANES 4	THIS OBSERVATION DATE 4-4-8		VEHICLES	E SOLUTION FOR FINE SOLUTION FINE SOLUTION FOR F	4101-	SIEIEI NOIVI	01419		OLRECIION NB NUMBER OF VEHICL	



# TABLE A8 \_\_ SPEED DATA FREE FLOW

STATION41-30	HIEHWAY US 30	!	LOCATION_2_1 miles_east_of_US_31	ast of US 31	* * * * * * * * * * * * * * * * * * * *	
NO. OF LANES 4	TYPE C	F SURFACE Cement	lt	3	EATHER Clear, Sunny	Nut
THIS OBSERV DATE 3	.19-806 0:35 APC = 12:02 2:20 PM - 1:50	PM EB	LAST PREVIODATE	OUS OBSERWATIO	N (SPEED REPOR	T NO
SIMURICA CONTRACTOR CO	N S	AS A LICE OF THE PROPERTY OF T	NON-INDIANA LASI PREST OCCO OCCO OCCO OCCO OCCO OCCO OCCO OC	ALL ASI ALL PRES - PRES	A	25000 A ST PRESS C C C C C C C C C C C C C C C C C C C
RAVELING 594 MPPH RAVELING 594 MPPH RS THAN 699 MPPH RS THAN 699 MPPH RS THAN 699 MPPH RS 1 MPH RS 1 MPHH RS 1 MPHH				0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		
OUR EECTION IN	2	0 - 57 43 - 20 - 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2 -	0 2 2 4 0 0 5 8 2 4 0 0 0 5 8 2 0 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 55-49 0 55-49 0 27-73	0 54.57 0 54.57 0 57.10	0 5 5 5 2 70 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0



# TABLE\_A9\_\_SPEED DATA FREE FLOW

		1 1 1 1	0 214 U W			010	1	N   N   N   N   N   N   N   N   N   N	Dic	1 21 21 21 21 21 21 21 21 21 21 21 21 21	010	DIC		010	DI	i	53-30	76	218	/I rd
	02	>5000		4-20	61	0	7-1	9 7 7			0010	10		1		4	3 - 80		14	ol ol ri
Kpn	R P O C P		יום ש		2012	0	1-0-1-		41	100	4	4	اه اه ابار	ال	10	30-	3-27-5		2 - 20 - 2	01
2	SPEED	RUCK S0000	SI	60 54	1	0	0 4	7 1	1		25-14	010		0 = 0	-0-1	41	40 5		2010	
₹ E A	50 PM		T	2 - 56	9 4 6	0		0 4	7	7	60			0 10	0-1-0-		29 56		000	01
of I.	BSERVATI -79 -AM - 2:50	-	P. P. E.	54.4	8 4 7		-	1 1	410	0 4	100	700	000	100	100	1 1	531	1 4		01
east	11-27 10:50			25 30	*24		0-1-	81 91	MIC	78.3	*!   00  (	PICOIC		101	0		55.10		lu lu	
E III	ST PREVI DATE_ TIME_	DIA	S ZI	12		0	0	Ó		66.7	M	910		10	0		58.50	- 4 6	1	70-70
	LAS		LAST	58.30	=24		0		I I G	68 89	WHI IN	44 (7) (0)	010	10	01	- 1	56.50		010	-
LOCATION Blacktob			w wi	614	610	O	7			84.2	7-1-	2-66		101	0 0	14	4.31	8	- 1	4 L 1 C L
35.' Suriface!	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	INDIAN	-	255 15 15 15 15 15 15 15 15 15 15 15 15 1	80 00 00 00 00 00				21		9	*			* Q - 1	100	40 5	1	17	
US	Σ	PASS		52	35-	0	£ 4	2	1	2 2	6	1	-1-	0	0 1	-	52	8	H	
HI CHWAY	- 12:59	1 1 1	P R	(A)	71		-		4	- IN	96	667	1000		0-100		54	,	1-7	
	3-80 2 :20 AM		L A	22.2	2 0 0	0	Ş.	0 0	) ) () () ()	418	IC I	986			100.2	4.1	57.6		2	(A)
1 2	DATE 4-		NO.	HICLE MPH>	DIE C	AP H	A MP	E E E	T D T	TI DE TO	4 MP	PHPH 8	TI I	HUM. 5	PHPH 6	8		3	HICLE	0
N2L_1 LANES_	THIS		ERVAI	PEED	RD DE	1 1	1	· -	1 1	S		HAN	1		8 8	NOI	E S P E	NOI	0 F V	画   SP   PE
STATION		1                                   	9).	A CONTRACTOR	TAND			PERCEN	CF	TRA LEL T	1 40	LESS T			1	DIRECT	AVERA	DIREC	NUMBE	AVERA



#### TABLE ALD SPEED DATA FREE FLOW

	1	1117)		4150
	Clear	RT NO1		55 2 4 6 8
1 1 1 1	Suppy C	ED REPOR		52-34
	WEATHER	ON (SPE		56.00
SR 234		ERVATI	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	53,72
		0US 0B 11-21=2 11:30_A	TIEL HIMONOGONINGONOGONINGO 1401	25.260
_L_l_miles_south_of		ST PREVI	THE INDICED TO THE PROPERTY OF	57.35
OCATION L	top!	LAIST		57,30
1007	E. Blacktop		M	24.91
231	F SURFAC			136
4AYUS_231	TYPE C	3.25 PM	MONDINGINGINGINGINGINGINGINGINGINGINGINGINGI	123
H.I.GHWAY	1 1	6-80 230-AM		4   1   1   1
	S 2	DATE 3-		EHICLES
STATIONZL:	NO. OF LANES	THIS	TANGER TO THE TANGE TO THE TOTAL TO THE TANGE TO THE TANG	AVERAGE SPE



# TABLE\_All\_SPEED DATA FREE FLOW

A TI ON (SPEED REPORT NO. 12 1 1 0 N (SPEED REPORT NO. 12 1 0 N (SPEED	10US OBSERWATI  LASI  LASI  ALL  PRES  00000000000000000000000000000000000	Blacktop  LAST PREVIOUS OBSERVA  RS  NON-INDIANA  17 ME  10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			STATION _ 2 L = 2 Z HI  NO . OF LAN E S Z Z HI  NO . OF LAN E S Z Z HI  STATION _ 2 L = 3 Z Q _ 8 Z
--	--	---	--	--	---



# TABLE\_A12\_SPEED DATA FREE FLOW

STATION2L_51	HE CHWAYU	us 231 100	LOCATION_5.55_miles_nortb_of_SR_56	north of SR 56		
NO. OF LANES	TYPE CF	SURFACE	Blacktop	3	WEATHERCloudy	
THIS OBSERVATION DATE 3-26-80 TIME 8-50-AM	3-26-80 8-50 AM 12-20 PM		LAST PREVI DATE_ TIME_	OUS OBSERVATIO	N (SPEED REPOR	T NO
	ا ن ا ن	SSENGER			10	
	PRES-	INDIAWA	NON-INDIANA	PRES	5000 E	25000 LBS.
GBSERVATION	LASI	1		u.		ш
EHICLES	2 2 2		16.		78 0	15
STANDARDIN	0.5.297				0 4 214	0 5.273
124 MPH			1		0	
29 MPH	0		0	0	0	
34 RP	- 1		0	0	0	0
EI E	1			1 2 2		1
HdW, 67	9-4-J.	-	0 0	7.9	9.6	0 2 6
S 54 MPH	.0.25		18.8	0 29.8	0 32.1	4
RAVELING 59 MPH	C . 73.6	C73	0 25 0	0 71.5	0 77.4	068.2
4CR 64 MP	5 × 06 5			6 76 0	0 95*2	7 7 7 6 7 0
HAW 69	\$ 56 3		0 87.5	9366		200
70 MP #	41		0 00 0			91
G W	1 1			0 100		
H dd	100 = 0	051 0	0 100 0	0 100 0	0 100 0	0-1
CIRECTION NR		8 8 9 E E E E E E E E E E E E E E E E E				
AUMEER OF VE	000	2012	õ	0 102	3.0	0
ED	0-57.8	17.1 1.01 1.01	58-89	0 56±74	0.56.42	-
NUMEER OF V	9			0 133	9	1 6
AVERAGE SPEED	99-1824	C 57.	0 60 21	056'z 43	0.56.12	
						23



#### TABLE\_A13\_ SPEED DATA FREE FLOW

STATION-LUITE	. 1	HIGHWAY	1-65	LOCA	LOCATION_J	Just east	of White	White River	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1	1	8 8 8
NO. OF LAWES	9	TYPE	CF SURFAC	-	Concrete	-	6	3	EATHER_	Cloudy	8 8	i 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6
THIS OB	SERVATION TE 4-10-80 ME 11:35-6	11:55 AM 10:26 AM	EB WB		LA	ST PREVI	008 08 11-30-79 10:20 - 10:55 -	SERWATIO 10:45 AM 11:18 AM	N (SPEE EB WB	D REPOR	T NO. 111	(Ti
			FASSENGER		1 1	1 1			TRUCK	1001	1 10	1 1:
		ALL	IQNI	ZIQ	I I NO N	NO IANA	1 ¥	PRES	200	PRES	750000	PREST
(BSERVAT)	T.	ENT	LAS	ш	LASI	E I	LASI	1	LASI	1		WI.
AUPEER OF VE	CLES	291	248	2	40	100	137	-	7	79		1
SPEED	17 57 1	98 60	57.90	28 64	37.892	58=42	5.164	56.88	56.90	3.574	5.378	56+47-
C1 C		0 0		1 1		1 1		1 1	1 1 1 1		0	
55	1PH	05		0	0	õ	0	0	0		010	
1. 11 1	HAL	0		Dic	010	o ĉ			210			
SED CENT 44	1 2 0 0	7		5000		510	2.2		1.4	0	3	7 -
FREEN	4PH 2	10 1	2	1.6	2.5	2 1	10.9	2.2	4.2	1.6	18.2	2.7
HICLES	1PH 17	18.2	7-7	4	15.0	12.5	0	27.0	25.4	26.6	8	-27 = 2-
VELING	4PH - 64	9 61 5	64.1	10	70-0-	58.3	75.9		73.2	5-19	0010 0010 0010 0010	4
CR	MPH - 95	1-89.7	- 56-	0011	97-5	WI (0)	1476		4	5100	0	01
011	100 100 100 100 100 100 100 100 100 100	770	NIC NIC	20	000	100,00	100 0	100 0	100.0	4) 0	10000	100.00
	MPH 100	4 000	10	100	1000	10	1000		4 .1	1000	1 0	
. W.	MPH 100		100	3	100	0		ال	0 [	00000	0	01
	4PH 100	100 = 0	000	di	100=0-	0.0	* O	91	4		4	4
	1	14		444		2.7				25	30	35-
S E	25	185	27.96		58.00	57-75	55-60	57:17	57-00-	58.17	54-20	56.51
PIRECTION WE	0.011	71	7 4	_		13	57		1 1	17	22	188
AVERAGES		58.23	58.00	1010	57.50	59.08	56.10	56.67	56.80	56.90	55.30	(VI
6 C C C C C C C C C C C C C C C C C C C												



# TABLE\_A14\_SPEED DATA FREE FLOW

1 1 1 2 1 1		NO108)		2000 -	9.0	ST	-11	MI	18	0	0	0	0 - 2 *	0	0 25 - 0	-	8	9	9	CI			- 6	1067			0	0 5723
5	Cloudy	ED REPORT	KS	0	PRES-	ENT	57 74	4.617	0	0	0	0	0	8 4 7	2 2 2 8	73.0	0	100.0	0	100	100	10000		32	57.94		3.1	57.58
leg of I-46	WEATHER	TION (SPE	10	<500		LAST	000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	O		0	O
of west le	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	08 SERVA 79 - 2:19 Ph - 1:22 F			PRES-	T	0 - 121	4-	0	0	0	0	0 1 6	05*8	024.6	0 67.5		027_2	0	0	100	0	1	01		-	0 92	0 57.41
iles east	- 1	REVIOUS A TE 3-27- I ME 1:44	1 1	Z A	-8	21	414	66	1	0	0	0	0	0	1	- 4	o.	0	0		0		-	-	5		29	
ON 0.7 mi		LAST P		ON THE	PR	AST		0 3 6		0	0	0	0	0	8	09 0	6	0 100	0 100	0 100	100	004		0	0 58		0	0 58.
LOCATION	Cement		CARS	461				10		0	0	0	0	2.7	16.2	45.4	94-1	5	U	U	0	U	- 1	96	8,16			17.70
	SURFACE	m	SSENGER	INDI	<u>a</u> .	LAST	0		0	0	0	ن	C	J	0	0			Ų		<u>-</u>				0		U	3
HIGHWAYI-70	TYPE (F	.140	<b>A</b>		PRES-		Ιa	177	0		0	0	0		-14a6	7= 7	94 2 0	99.1	0 0	0.0	00-00	100-0		115	58.22		2	52.23
HIEH T	9	RVATION 3-25-86 10:50-12 1:00 - 2:2		AL		LASI	S		<b>↓</b>	0	١	~	0	30		1	 		S.	4.1				\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	φ1 φ1 		ب د	3
12-03	LANES	S OBSE DATE TIME		9		ON	EXICLE:	EVIATIO	24 MPH	29 MP	4 MP	39 MP	M - 55	49 . MP	54 MPH	59 -MPH	M- 49	69 MPH	74 MPH	79 MP	84 MP	89 MP	ER.	>	EED '	WIE-	>	-
STATION_UZ=03	NC. OF LA	THI				JCB SERV	2010 010 010 010	ANDARD					FERCENT	CF	EH ICL	TRAVELING	AT CR	ESS THAN				1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	P-ECTION	REER OF	ERASE S	RECTION	MEER OF	5



# TABLE ALS SPEED DATA FREE FLOW

0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	NO		PRE	0	0 4.239	i	0	0	0				0 99 3	91	+1	1000	0 100-0
	THER	(SPEED REPORT	IRUCKS <5000 LES	AST	1 1	625	0	0	0	0 0	0,40	2 7 7 0	0 76	5 5 6 0	0 100.0	0-301	0 100	0-100-0-
Stations	WEA	OBSERVATION	Ä	P RE S	0 658	Hool		0	0	0 2	0 2 3	0 2 5	90.4	7 86 U				
LOCATION See Individual Stations		LAST PREVIOUS DATE	I ND I ANA	PRES-	7	4-107	. 0	00	0	O	100	8 11	91.1		94	8	10	100.0
te	- t	_	A	PRES -	677	4 M	. 1	0	0	0	1 6 0	12=1	16191	10	-		700 = 0	
HICHWAY Rural Intersta	TYPE CF SURFAC	08	1 1 1	ES- FNT LAST		40	0	0	0	0	1 2 3	3.5	21	100	9.9	4	10	1
HIEHWA)		OBSERVATION DATE_JanMar_1980 TIME		LABT		NO IN NO		±1 ±		5			0 - 10 +	1	) `	1111111111111111111111111111111111111	H	+
STATECH_RIALE	NO. OF LANES	THIS OBSEL		Y CRS FRVATTO	OF VEHI	EL SPEEU LAR	54	34 - 39 - 34 - 34 - 34 - 34 - 34 - 34 -	101	77	-65-	HICLES 54.	779	SE THAN 69	74.	79.	84	6



# TABLE\_A16\_SPEED DATA FREE FLOW

				O LBS.		56-484	9	0	0	9 9	1.6	5 = 9	29-6	74.59		84 66	100-0	100 0	100 0	1500-0
	·	NO.	1 1	>500	LAST		0	0		0	0	0		0	0	0	0	0	0	0
		D REPOR	S	PRES-	FIG.	55.07	5 . 469	0	0 0	1 4 4	11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	11.9	40.5	81	-2436-	95.0	100-0-	10C = 0	105-0-	100-0-
	ATHER	(SPEE	I R	00	LASI	0	0	0		O	0	0	0	0	0	0	0	0	0	0
tions	WE	SERVATION	-	PRES-	ENT		4.969	0	0 4	2	2.1	8.1	32.8			9-8-6-		100.0	100.0	100 0
dual_Sta		00 S 08		V	-LAST-	0	0	0	0		0	C	0	0	0	0	0	0	0	-0
See Individual Stations	•	ST PREWI DATE_ TIME_		PREST	ENT	57.22	1	Ó	عاد		0	2.3	20-8			99.5		100-0		100-0
LOCATION_S		LA		III NO N	LASI		0	0			0	0	0	0	0		0	0	0	0
	CE		1 2		WIT	5.	00	0	0 -	el 6	_	6.7	32 - 5	77.5	5	3.66	9-66	99.9	100.0	160.0
HI CHWAY 4-Lane	CF SURIFA	\$ 1 \$ 1 \$ 1 \$ 1	ASS	ON T	LASI							3		5			0	ب	0	5
WAY	TYPE .C	1980	0.1	PRES	ZIC	-10	4 = 686	0	٥١٠	2	-	100	0	7	4 9		6		9	100-0-
HI GH	•	VATION Jan Mar 1980	en   ₹1	AL	LABI	(10)	Ç	3	١	ن اد د اد			1	300		 	اب	<u> </u>	3	7
	5	OBSERVATION DATE_Jan Ma	-		NO.	CLES H)	IMIION	E 7	Z   2	MPH S	4 MPH	9 MPH	4 MPH	2	¥ 5	9 × P	A . P	2	<b>M</b> - 7	6
STATION -4LALE	NO. OF LANES	THIS			CBSERVAT	AUMEER OF V	TANDARD DE					1	S	AVELING		LESS THAN				



# TABLE ALZ SPEED DATA FREE FLOW

STATIONZEALE	ALE	9 T.H	HIGHWAY_2=Lane	ne	LOCAT	LOCATION	See Individual Statibus	lual Sta	tibns			1 1 1 0	
NO. OF LANES	5	1 1	TYPE CF	FSURFACE	-				NE NE	WEATHER	8 8	1 1 1 1	
THIS	OBSE DATE TIME	RVATION Lan = Mar	r_1980			LAS	ST PREVIOUS DATE	US 08 SI	ERVATION	(SPEED	D FEPOR	- 0N T	<u></u>
				AS SENGER C		N	A N		1 1 11	ASING SOUCK		>5000	181
YEBSERVA	I ON	LABI	EST	LAST	ww	LAST	× 1	LAST	~	LASI	PRESI	LAST	
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STANDARD	TAIV V	i i i i	10-1			00	5.646	00		00	5 2 3 4 5	00	.591
	29 E				0	000	00	00	0	00	O F	00	0 2
1	IN S		100	CHOIC	200		1010	000	2.2	0	1 - IH 1 - IH 1 - OIM	000	100
CF CF	E . 67		41 4-1		11.7		00	0	12.6	0	12.1	0	12.2
H	54 -MPH		2 2 2			0 .	30=6 :	0	77-6	0	-44.1-	Olo	39 + 2
T CR	140 140 140 140 140 140 140 140 140 140		1-211 4 st	JIOIC	とうできること	000	N M	000		000	7 4 9 6 0		966
200	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1010		MI ON		080		100		10000	OOK	1000
1 1	H H H H H H H H H H H H H H H H H H H		200K	300	SIGN	200		000				OIOIC	
		1 1	)) )) 이	4 1 22 1 1 1 1	H	100 100 100 100 100 100 100 100 100 100		6 6		} 	1 1 4 4 4 4 4 4 4	t t t t	



#### TABLE\_A18\_SPEED DATA FREE FLOW

8 6 9 9 6 9		( NO.	>5000-188.	PRE	201	0 57.18	0	0	0 1 0	0-5-0	0 50	68	0 95.5	198 - 10			
0 0 0 0 0 0	WEATHER	(SPEED REPOR		ACT	127	0 4 292	0	0	0	0	0 25 2	76.1	0 92.9	0-2555	100000	100	0-101-0
Stations	WEA	OBSERWATION	ALL	PRES-	0	0 57,23	1 1	0	9 0	0 1-2		68.89	3		0 100 0	100-0	0 100.0
See Individual		LAIST PREVIOUS DATE TIME	I ND I AWA	PRES	ا ال	3.581	1 1	0	0	0	1.0	59.4			100.00		100.00
tate LOCATION		٠	CARS NON-	RES-	428	28.34	d 1	0 0	0	5	12.7	0 2 6 7	91.1	97.9	150.0	0 000	160-0-0
HI EHWAY Urban Interst	E CF SURFAC		PAS	- 5	24 25	37	0	000	0	5 7 7 7	41	0100	9.	-3	0.00	0 0	0-0
HITCHWAY	IYPI	OBSERVATION  DATE Jan - Mar 1980	♦ • • • • • • • • • • • • • • • • • • •	PR	L A B I	014			0	ا ا ا	010	19	O	6	01101		
UIALE	F LANES!	THIS OBSER DATE			EKVA L OF VE	PEED (MPH)	HAW 52	MIN	39 MP	T 44_MP	DE 265	ING SO AP	64 -MP	HAN 69 MP	74 MP	84 MP	9 AP
STATION	NO. OF			1 0	NO FEE	AVE	21 21 21			PER (EN	C.	TRA VEL	AT CR	ES			1



#### FREE FLOW TABLE A19\_SPEED DATA

		T NO		>5000 LBS.	RE	ᆲ	15	-10			2	7	0 1 6	4	9	1	4	4	10	010	000000000000000000000000000000000000000	
	ATHER	(SPEED REPOR	10	<5000 LES		LAST	au i	0 55.9%			2	0 1 0	0.5.0	0 - 5 - 0	0 35-4	0 76.6	025*2	7 3 6 0	100-0	0-301	0 100 0	0-101-0
1 Station	N	US OBSERVATION		- 11 V	PRES-	E	243	_91 4	12	, , , , , , , , , , , , , , , , , , ,	2	9 4	1.8						0 100 0			0 100 0
10N See Individual		LAST PREWIOU		NON-INDIANA	PRE		95		4			0	0	0 1 8	0 14.9			el 001	01	o	0 100 0	41
la System LOCAT	SURFACE		12	INDIANA	٥	W	1	4	07170			0	7	-	C - 3	5	5	5 0	91	01	0 1,00 0	اليا
HICHNAY Indiana System	TYPE CF	Jan - Mar 1980	¥ d		PRES-	ZI WI	C 3540	2478-	4 × 2 ×					5 5	( 25 8	4 07 0 ¢	× 6 × 93 × 5	0.00	- 66 J	- 66 3	C100+	
STATION ALK	NO. OF LANES	THIS OBSERVATION DATE Jan-	1 1 1			- (BSERVATION	VEHICLES	VE SPEED (MPH)	SIANDARD DEVIATI	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	MAL	CE'NT 44 MPH	HdW: 65	ICLES 54 MPH	RAVELING 59 MPH	1 1CR 64 MPH	69 MPH	4 MPH	79 MPH	84 (MPH	9



# TABLE\_A20\_SPEED DATA Every 2nd Vehicle

THIS OBSERVATION  THIS OBSERVATION  11:30 AM - 1:30  TIME 2:35 PM - 3:05  TIME 2:35 PM - 1:30  11:30 AM - 1:30  ALL  PRE  VEHICLES  VEHI	PM (3-1) PM		Blacktop	(4-3) WB TIME (4-3) WB TIME ON INDIANA	0		E A THE COLOR OF THE PERSON OF	Sunnys College Por F F Por F F F Por F F F F F F F F F F F F F F F F F F F	C1ear	
THIS OBSERVINE TIME 23 TO BE SERVINE TO BE S	Ma 1 1 2 2180 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9		30 PM (4-	MB T 1811   1811   18 T	S 1 1	# 1	S P E S P E	0 1 1 100 10 1 10141 1 1 1 1 1 1 1 1 1 1		1 1010 2101-101 1 1
PARTICLES OF SET	H	TOTAL TOTAL STATE OF THE STATE					PICHOLOGICAL POICE	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 1010 2101-101 1 1
EER OF VEHICLES  BARBOLE VEHICLES  AND ARTHOUS  AND ARTHUR  AND AR					HOLOGOGOGOGO			1 10 1 10121 1 1 1		INN ZICHEINI II
PERSONAL PROPERTY OF THE PROPE				で 1 10141 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			PICIOIONIA	0 1 10121 1 1 1 20 0 1 1 1 1 1 1 1 1 1 1		S 21C1-101 1 1
EER VATION  EER SEED CHICLES  DARD DEVINE  24 MPH  24 MPH  34 MPH  100  25 MPH  100  26 MPH  100  100  100  100  100  100  100  1	1014		- WN 0000000		A COCOCOCOCO				FIDIOLOGIO	21C/1-101 1 1
PARE ED (MPH)  SPEED (MPH)  SPEED (MPH)  SAMPH  SAM	10101010101010101010101010101010101010		MM0101010101010101010101010101010101010	101411111	G C C C C C C C C C C C C C C C C C C C	41-101   1   1   1   1   1   1   1   1   1		N   4	1001 1 1 1 1	CI-101 1 1
PARE ED CATALLY ON THE COLOR OF THE CATALLY ON THE	8 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		71001 1 1 1 1	404 1 1 1 1	99999		0101010	0141   1	SCI *I I I I	-141 1 1
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MPH 45	010	1 1 1		CIO	00	OO	0	7		( )
200	1	1		0	0	<b>C</b> )				1 1 1 1
7 11 11 11 27	וכ						0	COI		( ) ( ) ( )
J HBH 1	0			C		7	0	C 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		  (.)  •
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54 MPH	16.8	10			0		0-	18:0	2 - 5 - 5	101
VELING 59 MPH	65.9	9		58-1	0	58.9	C	50.1	5	() () ()
HAW 79	9C - 7	6			0		O I	0 + 10		7=4-
THAM 69 MPH 3	98 2	5	-	1	0		01		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	5 H
JA MPH	9 * 66	5	4		ان ا ا		0			1 1 10 10
MPH +	0				0	10	0			1 e e e e e e e e e e e e e e e e e e e
B4 MPH	100.0	10			9			100		 
)- HdW 68	100.0	10	0.0	0 100 0	0		0		0 10	1 ol •1
FCTION NB						-		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1
FER OF VEHICLES	145	<u></u>	68	0 56	0	69	0	52	CA	175
ED	-58±86-	ا ا ا		0 - 58 - 96	J	101	01111	57.36	04 101	1 V.1
ECTION SB					1 1 1 1		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1
EER_OL_VEHICLESC	1	J	98	67						₹.j¢
FAGE SPEED	7	20 20	-03	0 29-06	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	-2622/-	1 1 1 1 1 1 1 1 1		1 1 1 1 1 1	



### TABLE\_A21\_SPEED DATA EVERY 2nd VEHICLE

	1)_Sunny_(4-2)	NO.	>5000 LBS.	LAST - ENT						17.50	93.2	7-85				730 3 5		
hr intervals.	A TH ER Cloudy_ (4-1)	(SPEED REFORT	TRUCKS SOCO PLESS	AST ENT - 44	27.05			0 - 3 - 3	3	25.5 25.5 25.5 25.5 25.5	0 95.5	0 1010				2 - 24	-1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -	57.52
-3.01 miles east of US 231, 1/2 hr interval	WEA	S OBSERVATION	ALL	AST ENT L	C 58.31 0 4.287	1.			0-1	61.2	0 93.7	3.66		0000		2113		0 28 5 6 0
on_3.01 miles ea		LAIST PREVIOU DATE TIME TIME	ON-I ND I AWA	ASTENT:L					0 1 6	0 64.3	0 89.1	0 100 0		0000		2 54		152 - 55 - 5
4- LOCATION	SURFACECement	EB WB	NGER CARS	T ENT L	2017	-			0	0 691. 0	1 1	بار ساخ بار	البها إلا	() ( () ()	ו ונ	47	1	20 65, 0
HJCHWAYT4	TYPE CF SU	. 4-2-80 1:45 PM (4-1) 2:05 AM (4-2)	ALL PREST	TENT	4 332	1 1			5134	13.4	68	100.0			01 1 01 1 01 1 -1 1 1 1	101	-1 -1 -1 -1 -1 -1	2011
R I - 36	LANES4	THIS OBSERVATION DATE 4-1-803 TIME 9:30 AM		RVATION OF VEHICLES	EED (MPH)	24 MPH	34 MPH	Hdw 77	49 MPH	S -54-MPH	64 MPH	H J W 72	HIGH BIN	Hale Too	ON ISB	OF VEH	ON WB	
STATICN	NC. 0F			LINEERS	AME	\$ 		FER CENT		VEH ICLE TRAVELI	S. S.	-			DIREC	NU SPER	CIRECIES ECT	A V E E E E E E E E E E E E E E E E E E



TABLEA22SPEED DATA Every 2nd Vehicle	LOCATION Just east of Co. RD 475 W, Near Klondike	Blacktop WEATHER Sunny	LAST PREVIOUS OBSERVATION (SPEED FEFORT NO) DATE TIME
IA	HIGHWAYUS_52	TYPE (F SURFACEBlacktop	OBSERVATION DATE 4-7-80, 4-16-80 TIME 11:50 AM - 3:00 PM EB (4-7) 9:35 AM - 2:55 PM (4-16) WB
	STATION _4L-18	NG. OF LANES 4	THIS OBSERVATION DATE 4-7-80.

8 8 8 8 8	>5001 LES.	PRES	2"	7	2							7		0 9 1	700			1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1 -1	اب اب	101110	1 1 1	53	25 24 30	1 1 1		- K (
RUCKS	<5000 LBS	PRE	THE STATE OF THE S	6	54.7	7 9 0	C		0	12		0 2 6	0 41	α (CX	16	1000	0 100	100		0 1100	1 1 1 1	7	-0 55.88	8 8 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	1	Q - S - S
- 1	1 (	PRE	NI III	14	£ 54.9	-0 6.421	C		•	2	5	19	C 41.	£0.5	9.6	0 100	100	1000	1300	100	6 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	7		1 1 1 1 1		0-54.5
	NON-I NO I ANA	PRES	ZI LI	-0-3	56	4 55	0	0	0		0	5	33.	0 0 0 0	-96	100	1100	100-	1000	100	1	0	-0 58-18	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	- 1	0 55-1
ASSENGER	INDIANA	PRE	LAST	52 54	- ( 5.5 - 2	0 5 03	1	ب			7	-	07		- 25	1.00	100	100	000				1.9.5.		123	# 2
1 1 1 1 1	1 1 1 1 1 1		ZI	276	55.38	2005	0	0	0	7 *	- C - 4	10.5	¥C 39 5	+6 78 6	-C 97 = 5	0 0 0 0 0 0	100	000	100 - 0	0000		14	75-95-37			
			THE SERVATION	NUMBER OF VEHICLE'S	AVE . SPEED (MPH)	IATION	24 MPH	29 MPH	34 MPH	39 MPH	ERCENT 44 MPH	49. MPH	EH ICLES 54 MPH		TICR 64 MPH	69 MPH	74 MPH	79 MPH	HOW 58	89 MPH	CIRECTION	NUMBER OF VEHICLES	1	CIRECTION WIS	AUM FER D	AVENACE SPEE



### TABLE\_A23\_SPEED DATA Every 2nd Vehicle

† † † †	ar_(3-18)			LAS I	خة	F1 41	401	56.55	5		١		ان ا ا ا	2 1	10 + 4		77. 1	100 I	100				1000	6 6 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	56	- 54= 54	1 1 1 1 1 1 1 1 1	1	
1	WEATHERCloudy_(4-5)_Clear_(3-18	RT NO.	1	>5.00		LAST					C	0	C		CA							C4	3	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1	0	1 1 1 1 1 1		1 1 1
! !	J_wbuolc	ED REPOR	S	J_LES.	۵.	F 2 1	× 100	55.28	5.470		יט	O	KOL	7 7	16.2	36-8	79-4	04-1	100	10		1000	1000	9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	1	55,28	10	2	
1	JEATHER!	ON (SPEI	RUC	<50.5>		LAST		0	0		C	0	KO	0	C	(C)	C	0	0		0	0	0		0101	0	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		1 8 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6
SR 163		SERVATIO			PRES-	ENT	164		5.345		C	(C)	E., /	(C)	12.8	32.9	78-0	95.1	100.0	100	100.0	100 0	100 - 0	-1	1	54.98			56.15
LOCATION_O_6_miles_south of SR 163	1	000 000		A		LAST	ارے ا	0	() ()	0						0		   C.      			ا	CI		1 1 1	ات ا ا ا	0		1	
.6-wiles.	•	ST PREVI		ND I ANA	ح	FINI		59-16	5	i	0	0				11.5	52.0	001		98 41		100-0		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	21	59.36	1 1 1 1	25	1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2
ATICNO	Rlacktop	LAST	1	III		LAST			0		0	0		C	0	0	0	O			0			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0	0	1 1 1		וכז     
T 00	i Tu	a a	RCARS	A	œ	E U		56.	7	1	0	C		1		117	1-1		66	1000		C	7	- 1	- 1	-56.46-	1 1 1 1	1 2 1	-5.6x 74
SR -63	F SURFAC	(4-4) NI (3-18) S	NGE	Z		- 1	(2)	ا ا ا	٠	   		Ų	C			ا ا ا	<u></u>	<b>L</b> 3	רכו	٠	) 	C	٥	1 1	ا ا ا		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		
HI CHWAY_SE	TYPE	18-80 2:00 PM 3:30 PM	1		RES-	-   -   2	260	57.19	4.763	0	10	0	0			27.7	73.5	9 - 76	100	966	1001	100	1001	1	148	21=23			-57=21
HEEH		E RVATION E -4-4-80, 3-18-80 - E -10:50 AM - 2:00 E 11:00 AM - 3:30 E	8 8	ALL		LABI	ت	ا ار ا	ن				ا ب ار			اب	اب	٠	ان ا		ا ا ا ا			1	ا اد		i	اب	1
1-05	S4S	OBSERVATION DATE 4-4-80 TIME 10:50 A	1 1 1			NO.	HICLES	MPH)	IATION	HAW 5	DE IS	W B	MPH 6	E	MPH 6	WPH W	9 MPH	dw 7	4W. 6	MPH 4	9 MPH	H W H	9 MPH	8	HICLE'S	0	B	ENICLES.	
4	OF LANE	SIHI	\$ 1 1			SERVAT	OF	SPEED	RD DE	1	1	1		• 1		S	LING	1 1	THAN	1	1			IION	R OF . V	AGE SPE	I NOT I	R - OF - V	5E_SPE
STATION	, 0A					)	NUME	القا	STAR	1 1 1				PERCENT	J 0	VEH JCLE	TRAVE	AT . CR	LESS				*	CIRE	NUME	AVEH	OI PE	NUME	AVER



### TABLE\_A24\_SPEED DATA Every 2nd Vehicle

	Sunny	RT NO)	1	>5000 188.	PRES-	LAST	56		7-136	1		0	7.5	0		-0 42-1	-0 72 6		5-26						25	10 10 10 10 10 10 10 10 10 10 10 10 10 1		0	7-1-5	
8 6 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	EATHER_Clears_S	N (SPEED REPOR	RUCKS	<5000 LES.	PRES-	LASI	-0-86	-3 54.24	944-9 0-		0	0	-0 2.3	- 0	-0 5C 9	-7 51.2	76.7	7 2 6 0 -	8 85	0	0 100	1001	10.0		77 C	-0 54.02		24	87-75	
uth of SR 234	3	OUS OBSERWATION			$\propto$	LASI	4		-0-6-802	1	0	-	2 8	8 8	-0 50.4	7 97 0	7		QC!	0	0	100 - 0		1	-0	-0 54-41		102	-0 -54-53	
CN 1.1 miles south	do	LAST PREVIO DATE (3-7) TIME	1 1	ON - I ND IANA	PRES-	AST	18:	-0 -54-61	-0 4 313	0	0	0	0	0	-0 5 6	55.6	-C 88 9	7* 76 0-	100.0	0 100 0	100.0	100-0	100.00		2 2	-0 52.57		11	55-91	
LOCATION	FACE Blacktop	9:40 - 12:52 (3	CABS	IANA	S. R.	TENI	1	5.6	6-	1			i 1	4	1111	4	11.	0.5	- 26	0.00	100	100.	1.00	1 1 1	1	56.0		2.5	1 58	
HIGHWAYUS_231	TYPE CF SURFA	3-7-80 1 - 3:40 PM (3-6)	FASSEN	L IN	PRES-	ENILAS	243	55.91	5-170	0	Ö	7 *	7 .	3 - 7	13.7	46.1	72.8	20.5	2 - 2 - 2 - 2 - 2 - 2 - 2		0.001	0.001	100-0-10-10-1		135	55.86		108	25.27	
54	2	000		A		N LAS	ICLES	PH)	GIION TC	HAL	MPH	H d w	Hal	MPH	MPH	HOR	H	MPH	R P H	HAL	H d E	MPH	MPH	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1CLES			CLES	£ 1 1 1 1 1 1 6	
STATION2LT	NO. OF LANES	S H H L				L CESERVAI	ER OF V	AVE 1-SPEED	SIANDARD DE	72	52	375	N N	FER CENT 44	ICF 49	HICLES	ELING	CR	ESS THAN	72	52 -	21	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	DIRECTION	NUMBER OF VEH	AVERAGE SPE	DIRECTION	NUMFER OF V	EVE FAGE SPE	



TABLE\_A25:\_SPEED DATA Every 2nd Vehicle

	N	1	()   ()   ()   ()   ()   ()   ()   ()
гатнер Cloudy	(SPEE		
of SR 16	OUS OBSERVATIO	A	54.45
LOCATION0.6 miles north	LAST PREVI DATE TIME	THE STATE OF THE S	0 53 75
231 LOCATIO			1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
HII CHWAYUS_	10 & 0-80 5 AM - 1:05 PM		
ATION _ 2 L = 3 Z _	THIS OBSERV DATE 3	S S S S S S S S S S S S S S S S S S S	AVERAGE SPEED



TABLE\_A26\_SPEED DATA Every 2nd Vehicle

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TABLEA29SPEED DATA Every 2nd Vehicle	LOCATION See Individual Station	WEATHER	LA'ST PREVIOUS OBSERVATION (SPEED REPORT NO) DATE TIME
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# BPEED MONITORING STATION SUMMARY FREE FLOW

HIGHWAY CATEGORYINTERSIALERURAL	STATION NUMBER RI-6 LOCATBON I-65 7.5 Miles North of SR 160	NUMBER OF SESSIONS 1 DATES 13-27-80 VEHICLES MEASURED 424	AVERAGE SPEED (MPH) _58_8_ STANDARD DEVIATION _3_9_	MEDIAN SPEED (MPH) _58_5_ 85TH PERCENTILE SFEED (MPH) _62_3_	PERCENTAGE OF VEHICLES EXCEEDING:
HIGHWAY 8	STATION	NUMBER OF	AVERAGE	MEDIAN SA	PERCENTA

5.5 MPH \_\_\_\_\_\_ 54 MPH \_\_\_\_\_ 34 \_\_\_\_ 65 MPH



# BFEED MONITORING STATION SUMMARY FREE FLOW

MEDIAN SPEED (MPH) \_57.8\_ 85TH PERCENTILE SFEED (MPH) \_62.8\_ NUMBER 04 SESSIONS\_1\_DATES 3-3-80,4-3-80\_VEHICLES MEASURED\_427\_ HIGHWAY REATEGORY \_\_\_INTERSTATE \_ RURAL \_\_\_\_\_ STATION MUMBER RI-21 LOCATION I-69 1.6 Miles South of SR 18 STANDARD DEVIATION \_4.6\_ PERCENTAME OF VEHICLES EXCEEDING: AVERAGE BPEED (MPH) \_58.6\_



# SPEED MONITORING STATION SUMMARY FREE FLOW

E S S	HIGHWAY EATEGORYINIERSIALE_BURAL	STATION NUMBER_RI-30 LOCATHON L-65 2.15 Miles North of SR 14	NUMBER OF SESSIONS_1_DATES_3=31-80VEHICLES MEASURED_412	AVERAGE BFEED (MP+) _59_9_ STANDARD DEVIATION _4_3_	MEDIAN SPEED (MPH) _ 59.C_ 85TH PERCENTILE SPEED (MPH) _63.6_	PEDCENTAME OF VEHICLES EXCEEDING.
	TEGORY	MBER_RIT	SESSIONS	EED (MPF)	ED (MPH)	OF VEH TO

892 ... 160 MPH ... 432 ... 165 MPH ... 92.

55 MPH



### SPEED MONITORING STATION SUMMARY FREE FLOW

STATION WUMBER RI-36 LOCATION I-74 3.01 Miles East of US 231 1/2 HR interval HIGHWAY EATEGORY \_\_\_INTERSTATE < RURAL \_\_\_\_\_ MEDIAN SPREED (MPH) 57.1 85TH PERCENTILE SFEED (MPH) 61.4 NUMBER OF SESSIONS 1 DATES 4-1-80 VEHICLES MEASURED 421 STANDARD DEVIATION \_4\_0\_ PERCENTAGE OF VEHICLES EXCEEDING: AVERAGE SPEED (MPH) \_57.2\_

56 MPH \_\_\_\_\_\_\_\_6E MPH \_\_\_\_\_63=\_\_\_65 MPH \_\_\_\_\_4=\_\_\_



## 場PEED MONITORING STATION SUMMARY FREE FLOW

STATION NUMBER 4L-17 LOCATION US 52 Just East of CO RD 475 West, near Klondike HIGHWAY BEATEGORY - MULII-LANEL DIVIDED (RURAL) MEDIAN SPEED (MPH) \_5541 85TH PERCENTILE SPEED (MPH) \_5949\_ NUMBER OF SESSIONS\_1\_DATES\_2425-80,4-7-80VEHICLES MEASURED\_431\_\_\_ STANDARD DEVIATION \_5-5\_ PERCENTAGE OF VEHICLES EXCIEEDING: AVERAGE SPEED (MPH) \_55-7\_

5:5 MPH \_\_\_\_\_\_51\_\_\_\_\_60 MPH \_\_\_\_\_14\_\_\_\_.65 MPH \_\_\_\_\_3=\_\_\_



### SPEED MONITORING STATION SUMMARY FREE FLOW

STATION WUMBER 4L-32 LOCAT PON US 30 2.9 Miles West of Wanatah City Limit Sign HIGHWAY KATEBORY MULTI-LANE - DIVIDED (RURAL) MEDIAN SPEED (MPH) \_55-8\_ 85TH PERCENTILE SFEED (MPH) \_59-6\_ NUMBER OF SESSIONS\_1\_DATES\_4-11-80\_\_\_\_WEHICLES MEASURED\_427\_\_ STANDARD DEVIATION \_411\_ PERCENTAME OF VEHICLES EXCEEDING: AVERAGE BPEED (MPH) \_56.3\_



#### TABLE' A39

### SPEED MONITORING STATION SUMMARY FREE FLOW

HIGHWAY KATEGORY \_\_\_\_MULII=LANEL\_DIVIDED\_IRURAL2\_\_\_\_\_\_ MEDIAN SPEED (MPH) \_56\_4 85TH PERCENTILE SFEED (MPH) \_61\_2\_ NUMBER OF SESSIONS 1 DATES 4-4-80 VEHICLES MEASURED 426 STATION 'NUMBER 41-5 LOCATHON SR 63 0.6 Miles South of SR 163 AVERAGE BPEED (MPH) \_56.6 STANDARD DEVIATION \_5.2. PERCENTAGE OF VEHICLES EXCEEDING: 55 MPH \_\_\_\_\_62.\_\_\_6C MPH \_\_\_\_\_20.\_\_\_65 MPH \_\_\_\_\_3.\_\_\_



#### TABLE A40

### SPEED MONITORING STATION SUMMARY FREE FLOW

HIGHWAY CATEGORYMULTI-LANE2_DIVIDED_(RURAL)	STATION WUMBER_41.30 LOCATION US 30 2.1 Miles East of US 31	NUMBER OF SESSIONS_1_DATES_:_3-19-80VEHICLES MEASURED_423	AVERAGE SPEED (MPH) _ 56.8_ STANDARD DEVIATION _ 4.3_	MEDIAN SPEED (MPH) _ 26_5_ 85TH PERCENTILE SFEED (MPH) _60_44_	PERCENTAGE OF VEHICLES EXCEEDING:
CAT	# CR	S # C	.SPE	SPEE	16 E
HIGHWAY	STATION	NUMBER	AVERAGE	MEDIAN	PERCENTA

19 - 165 MPH

HdW 39 --- 99

55 MPH



TABLE (A41

### BPEED MONITORING STATION SUMMARY FREE FLOW

HIGHWAY KATEGORYIMQ_LAME_RURAL!	STATION NUMBER 2L-18 LOCATION US 35 2.5 Miles East of I-69	NUMBER OF SESSIONS 1 DATES 4-3-80 WEHICLES MEASURED 432	AVERAGE BPEED (MPH) _54.7_ STANDARD DEVIATION _5.2_	MEDIAN SPEED (MPH) _53_9_ 85TH PERCENTILE SFEED (MPH) _59_3_	PERCENTAME OF WEHICLES EXCEEDING:
HIGHWAY	STATION	NUMBER	AVERAGE	MEDIAN	PERCENT

----44s---6C MPH ----12s---65 MPH ----12---

55 MPH



TABLE A42

### BFEED MONITORING STATION SUMMARY FREE FLOW

MEDIAN STREED (MPH) \_5529. 85TH PERCENTILE SPEED (MPH) \_60.8\_ NUMBER OF SESSIONS 1 DATES 3-6-80 VEHICLES MEASURED 421 STATION NUMBER\_21-54-LOCATFON\_US\_231-1.1 Miles 30uth of SR 234\_\_\_ HIGHWAY REATEGORY \_\_\_\_IMO\_LANEL\_RURAL\_\_\_\_\_\_\_\_\_ AVERAGE BPEED (MPH) \_56.0\_ STANDARD DEVIATION \_5.9\_ PERCENTAGE OF VEHICLES EXCEEDING: 5.5 MRH \_\_\_\_\_\_ 58.\_\_\_\_60 MPH \_\_\_\_\_19.\_\_\_65 MPH \_\_\_\_\_4.\_\_

.



TABLE - A43

### SPEED MONITORING STATION SUMMARY FREE FLOW

55 MPH \_\_\_\_\_66 MPH \_\_\_\_165 MPH



#### TABLE 'A44

#### SPEED MONITORING STATION SUMMARY FREE FLOW

HIGHWAY EATEGORY IMO-LAWE	HIGHWAY EATEGORYIMO_LAMERURAL
STATION NUMBER_21-51_LOCATION	STATION NUMBER_21-51_LOCATION_US_231_5.55_Miles_North_of_SR_56
NUMBER OF SESSIONS 1 DATES 3	NUMBER OF SESSIONS_1_DATES_'3_26_80VEHICLES MEASURED_432
AVERAGE SPEED (MPH) _57.1_	STANDARD DEVIATION _5_1_
MEDIAN SPEED (MPH) _56.3_	85TH.PERCENTILE SFEED (MPH)61_1
PERCENTAME OF VEHICLES EXCEEDING:	DING:

66 MPH \_\_\_\_65 MPH

55 MPH



TABLE A45

### BFEED MONITORING STATION SUMMARY FREE FLOW

MEDIAN SPEED (MPH) \_5724\_ 85TH PERCENTILE SFEED (MPH) \_6126\_ NUMBER OF SESSIONS\_1\_DATES\_4=10-80\_\_\_\_VEHICLES MEASURED\_428\_\_ HIGHWAY RATEGORY ... INTERSTALE . URBAN ....... STATION MLMBER\_UI-6\_LOCATRON\_L-65\_Just East of White River\_ AVERAGE BFEED (MPH) \_58=1\_ STANDARD DEVIATION \_4.7\_ PERCENTAGE OF VEHICLES EXCEEDING: 

#### TABLE 446

### SPEED MONITORING STATION SUMMARY FREE FLOW

STATION NUMBER\_U: -07\_LOCATION I-70\_0:7 Miles East of West Legiof I-465 MEDIAN SMEED (MPH) \_57.2\_ 85TH PERCENTILE SFEED (MPH) \_61.2\_ NUMBER OF SESSIONS\_1\_DATES\_\_3-25-80\_\_\_\_VEHICLES MEASURED\_424\_\_ AVERAGE BPEED (MPH) \_57.9\_ STANDARD DEVIATION \_4.6\_ HIGHWAY EATEGORY \_\_\_INIERSTATE \_\_URBAN\_\_\_\_\_ PERCENTAGE OF VEHICLES EXCEEDING: 56 MPH \_\_\_\_\_\_22=\_\_\_6C MPH \_\_\_\_\_27=\_\_65 MPH \_\_\_\_\_4=\_\_



TARLE A47

# SPEED MONITORING STATION SUMMARY every 2nd vehicle

MEDIAN SPIEED (MPH) \_57.8\_ 85TH PERCENTILE SPEED (MPH) \_62.6\_ NUMBER OF SESSIONS 1 DATES 3-3-80 VEHICLES MEASURED 426 STATION NUMBER\_RI-21\_LOCATION\_I-69\_- 1.6 Miles\_South of SR 18\_\_ AVERAGE SPEED (MPH) \_ 58.5\_ STANDARD DEVIATION \_ 4.9\_ HIGHWAY CATEGORY \_\_\_\_INIERSIAIE < RURAL \_\_\_\_\_\_ PERCENTAGE OF VEHICLES EXCEEDING:

55 MPH \_\_\_\_\_\_\_66 MPH \_\_\_\_\_31=\_\_\_65 MPH \_\_\_\_\_8=\_\_



#### TABLE A48

# SFEED MONITORING STATION SUMMARY every 2nd vehicle

STATION NUMBER\_RI-36\_LOCATION\_I-74-3.01 Miles East of US 231 1/2 HR Intervals MEDIAN SPEED (MPH) \_57.8\_ 85TH PERCENTILE SPEED (MPH) \_62.9\_ NUMBER OF SESSIONS 1 DATES 4-1-80 \_\_\_\_VEHICLES FEASURED 422\_\_ AVERAGE SFEED (MPt) \_58-4\_ STANDARD DEVIATION \_4.3\_ HIGHWAY CATEGORY \_\_\_\_INIERSIAIE \_\_RURAL\_\_\_\_\_\_ PERCENTAGE OF VEHICLES EXCEEDING:

55 MPH \_\_\_\_\_\_\_6C MPH \_\_\_\_\_\_65 MPH



TABLE' 449

# BPRED MONITORING STATION SUMMARY every 2nd vehicle

STATION MUMBER 41-17 LOCATION US 52 - Just East of CO RD 425 W. Near Klondike HIGHWAY CATEGORY \_\_\_\_MULTITLANE Z DIVIDED \_CRURAL)\_\_\_\_\_\_ MEDIAN SPEED (MPH) \_5524\_ 85TH PERCENTILE SFEED (MPH) \_5929\_ NUMBER OF SESSIONS 1 DATES 4-7-80 \_\_\_VEHICLES MEASURED 422\_\_ AVERAGE SFEED (MPH) \_55=2\_ STANDARD DEVIATION \_5=5\_ PERCENTAGE OF VEHICLES EXCEEDING:

55 MPH \_\_\_\_\_54\_\_\_\_6 MPH \_\_\_\_14\_\_\_\_165 MPH



#### TARLE A50

# SFEED MONITORING STATION SUMMARY every 2nd vehicle

MEDIAN SPEED (MPH) \_5622\_ 85TH PERCENTILE SPEED (MPH) \_6029\_ NUMBER OF SESSIONS\_1\_DATES\_4-4-80\_\_\_\_VEHICLES MFASURED\_424\_\_ STATION NUMBER 41-65 LOCATION SR.63 - 16 Miles South of SR.163 HIGHWAY KATEGORY\_\_\_\_\_MULII\_LANEZ\_DIVIDED\_(RURAL)\_\_\_\_\_\_ AVERAGE SHEED (MPH) \_ 56.6\_ STANDARD DEVIATION \_ 5.0\_ PERCENTAGE OF VEHICLES EXCEEDING:

18 - . . . . 65 MPH

55 MPH \_\_\_\_\_61 #\_\_\_ 6C MPH



TABLE ASI

## **EFFED MONITORING STATION SUMMARY every 2nd vehicle**

MEDIAN SPEED (MPH) \_54\_6\_ 85TH PERCENTILE SFEED (MPH) \_60\_7\_ NUMBER OF SESSIONS\_1\_DATES\_3-6-80\_\_\_\_VEHICLES MEASURED\_424\_\_ STATION ALMBER 21-54 LOCATION US 231 - 1.1 Miles South of SR 234 HIGHWAY KATEGORY \_\_\_\_IMO\_LAMEL\_RUBAL\_\_\_\_\_\_ AVERAGE SPEED (MP+) \_55.3\_ STANDARD DEVIATION \_6.5\_ PERCENTAGE OF VEHICLES EXCREDING:

55 MPH \_\_\_\_\_\_68 MPH \_\_\_\_\_18 \_\_\_\_65 MPH

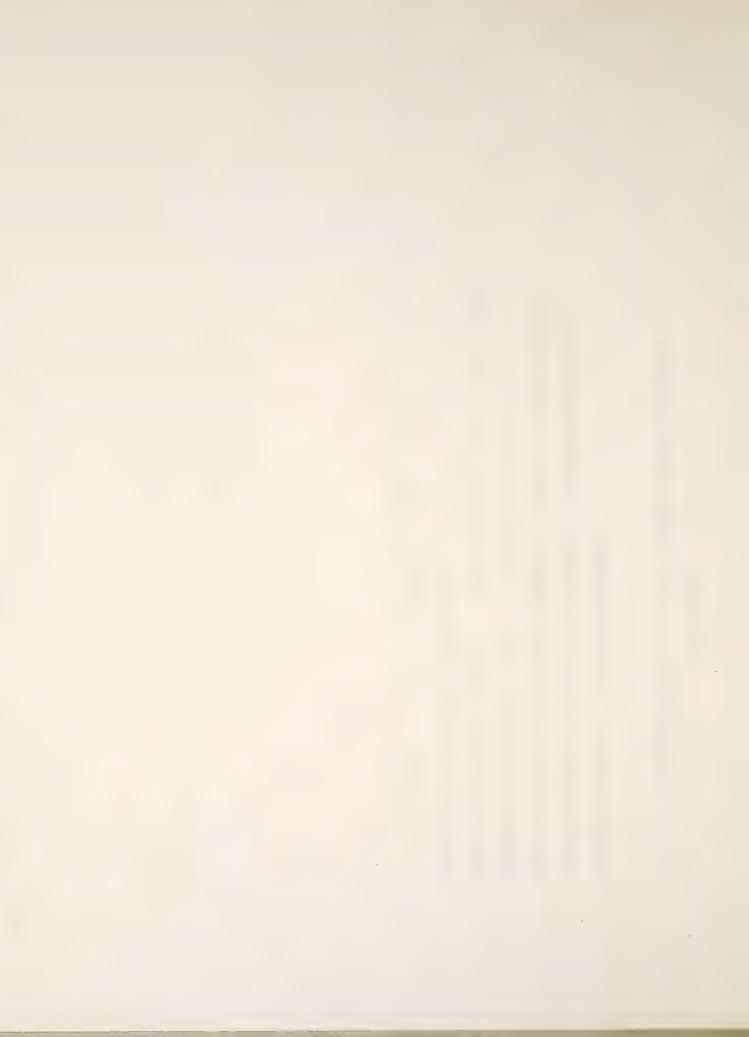


TABLE A52

# SPEED MONITORING STATION SURMARY every 2nd vehicle

STATION NUMBER\_21-37 LOCATION US\_231 - .6 Miles North of SR 16 MEDIAN SPEED (MPH) \_55=3\_ 85TH PERCENTILE SFEED (MPH) \_60=4\_ NUMBER OF SESSIONS\_1\_DATES\_3\_20\_80\_\_\_\_VEHICLES MEASURED\_432\_\_ AVERAGE SPEED (MPH) \_55.4\_ STANDARD DEVIATION \_6.1\_ HIGHWAY CATEGORY \_\_\_\_IWO-LANEL\_RURAL\_\_\_\_\_ PERCENTAGE OF VEHICLES EXCEEDING:

55 MPH \_\_\_\_\_ 53.\_\_ 6C MPH \_\_\_\_\_16.\_\_ 65 MPH \_\_\_\_ 4.\_\_



#### TABLE A53

# EFFED MONITORING STATION SUMMARY every 2nd vehicle

STATION NUMBER\_UI-26\_LOCATION\_I-65\_Just\_East\_of White River\_\_\_\_\_ MEDIAN SPEED (MPH) \_ 5627 85TH PERCENTILE SFEED (MPH) \_6123\_ NUMBER OF SESSIONS\_1\_DATES\_4-10-80\_\_\_\_VEHICLES MEASURED\_427\_\_ HIGHWAY CATEGORY \_\_\_INIERSIAIE2\_URBAN\_\_\_\_\_ AVERAGE SPEED (MPH) \_57.4\_ STANDARD DEVIATION \_4.6\_ PERCENTAGE OF VEHICLES EXCEEDING:

---- 69 MPH --- 32 --- 65 MPH



TABLE A54

# SPEED MONITORING STATION SUMMARY every 2nd vehicle

STATION NUMBER\_UI-GZ\_LOCAT DCN\_ I-70\_- 0.7 Miles East\_of West Leg\_of I-465 MEDIAN SPEED (MPH) \_57.5\_ 85TH PERCENTILE SFEED (MPH) \_61.8\_ NUMBER OF SESSIONS 1 DATES 3-25-80 VEHICLES MEASURED 421 AVERAGE SPEED (MPH) \_57.9\_ STANDARD DEVIATION \_4.6\_ HIGHWAY ICATEGORY \_\_\_\_INTERSTATE \_\_URBAN\_\_\_\_\_ PERCENTAGE OF VEHICLES EXCEEDING:

55 MPH \_\_\_\_\_65 MPH \_\_\_\_65 MPH

88

SENCEMBRE DE ARRICTET EXCREDINES

MARHAY CYLERCIA TATESTATESTATESTATESTA

REEED WONIJORINE FIRITOR FRANKS ANDRA SAGAN

WELL TRY



